

NHDOT Pavement Strategy - Summary

The New Hampshire Department of Transportation (NHDOT) is focused on managing the state's road network as efficiently and effectively as possible. With that goal in mind the Pavement Strategy is based on the following concepts:

1. Highway Priorities (Tiers)
2. Making Sustainable Investments
3. Maintenance Paving

Highway Priorities (Tiers) - Not all roads are equal

While every road is critical to the people and businesses that rely upon it each road also serves a different number of users and provides different levels of connectivity. The Department has categorized the state managed road system into the following priorities (tiers):

- Tier 1 – Interstates, Turnpikes & the divided section of Route 101
- Tier 2 – Major corridors (like US 3, US 4, US 202, and Route 16)
- Tier 3 – Collectors (like Route 112, Route 31, and Route 155)
- Tier 4 – Secondary highways and unnumbered routes

Making Sustainable Investments

The road network in New Hampshire required a massive investment of public funds over many decades. In order to maximize that prior investment along with current and future investments, strategies are developed for different types of roads to get the most useful life.

Preservation – Keeping good roads good

Pavement, like just about everything else that endures wear and tear, needs some attention every now and then to stay in good working condition. A variety of **low-cost** pavement treatments are used to maintain roads in good working condition for as long as possible. The low-impact nature of these treatments means that the disruption from construction may only last a few weeks, however, these treatments can only be used on roads that are already in good shape.

Rehabilitation – Restoring poor pavements

The result of this activity is a new pavement that can be preserved for many years. Rehabilitation is not suitable for every road that needs attention although particular site conditions can significantly affect the cost and how long the rehabilitated road will last. These activities are generally **moderate-cost** and may take a couple months to complete. Rehabilitation will be evaluated for cost effectiveness on a case by case basis.

Reconstruction – Making a good road

Because the road network in New Hampshire has developed organically over many decades, many roads were not built on a good foundation. These roads present a challenge for sustainability because no investment in them, short of reconstruction, will last for very long. Reconstruction has a **high-cost** and may take more than a year to complete. This activity is not a priority of the Pavement Strategy because we are seeking to maximize the effectiveness of limited paving budgets and reconstruction can be **cost prohibitive**.

Maintenance Paving - Keeping roads in working order

Many roads in NH have never been formally constructed to support today's heavy truck loads and traffic volumes. As a result, these roads are susceptible to frost action, pavement rutting, cracking and potholes. These roads are not suitable for preservation treatments and rehabilitation is not always practical or affordable.

For these types of roads maintenance paving will be performed based on a condition assessment and traffic volume. The condition assessment essentially measures how bumpy the road is and how severe those bumps are. This type of paving is **low-cost**, will only take a few days to complete, and will become routine to keep the road in working order.

Table 1 – Pavement Strategy Priority

Pavement Strategies	Tier 1	Tier 2	Tier 3	Tier 4
Preservation	High	High	Moderate	Moderate
Rehabilitation	High	Low	Low	Low
Reconstruction	-	-	-	-
Maintenance Paving	-	Moderate	Moderate	Moderate

Signature Page

New Hampshire Department of Transportation –
Pavement Strategy

Approved by:



David J. Brillhart
Acting Commissioner
New Hampshire Dept. of Transportation

Date 3/9/15

March 9, 2015